



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRAZIL

BRAZILIAN AIRWORTHINESS DIRECTIVE

AD No.: 2026-07-03

Effective Date: 31 jul. 2026

The following Brazilian Airworthiness Directive (AD), issued by the Agência Nacional de Aviação Civil (ANAC) in accordance with provisions of Chapter IV, Title III of Código Brasileiro de Aeronáutica - Law No. 7,565 dated 19 December 1986 - and Regulamento Brasileiro da Aviação Civil (RBAC) 39, applies to all aircraft registered in the Registro Aeronáutico Brasileiro. No person may operate an aircraft to which this AD applies, unless it has previously complied with the requirements established herein.

AD No. 2026-07-03 - EMBRAER / 39-1606.

APPLICABILITY:

This Airworthiness Directive (AD) applies to all Embraer S.A. ERJ 170-200 aircraft in operation, equipped with the affected wingtip component listed in Table 1.

Table 1: Affected Components

Affected Component	
	Part Number (PN)
Left-hand wingtip (LH)	PN 171-16240-401 or PN 171-16240-405 or PN 171-16240-407 or PN 171-16240-409 or PN 171-16240-411 or PN 171-16240-413 or PN 171-16240-415 or PN 171-16240-417 or PN 171-16240-419 or PN 171-16240-601 or PN 171-16240-605 or PN 171-16240-607 or PN 171-16240-609 or PN 171-16240-611 or PN 171-16240-613 or PN 171-16240-615 or PN 171-16240-617 or PN 171-16240-619 or PN 171-16240-621 or PN 171-16240-623 or PN 171-18892-401 or PN 171-18892-601 or PN 171-18892-603.
Right-hand wingtip (RH)	PN 171-16240-402 or PN 171-16240-406 or PN 171-16240-408 or PN 171-16240-410 or PN 171-16240-412 or PN 171-16240-414 or PN 171-16240-416 or PN 171-16240-418 or PN 171-16240-420 or PN 171-16240-602 or PN 171-16240-606 or PN 171-16240-608 or PN 171-16240-610 or PN 171-16240-612 or PN 171-16240-614 or PN 171-16240-616 or PN 171-16240-618 or PN 171-16240-620 or PN 171-16240-622 or PN 171-16240-624 or PN 171-18892-402 or PN 171-18892-602 or PN 171-18892-604.

NOTE 1: This applicability list includes aircraft that originally had the affected component installed, or that received it through Service Bulletins SB170-57-0072 and SB170-57-0073, or that had it installed through Service Bulletin SB170-57-0058.

CANCELLATION / REVISION:

Not applicable.

REASON:

The presence of cracks has been identified on an aircraft in operation in the lower skin of the right-hand (RH) wing and in spar 1, in the region between ribs 22 and 23. Cracks in the affected area, if not detected in time, may progress and lead to partial structural failure of the wing.

Considering that this condition may occur in other aircraft of the same type and affect flight safety, the adoption of preventive action is required and, therefore, there is justified cause to impose compliance with these requirements within the established timeframe.

REQUIRED ACTION:

Detailed Inspection (DET) of the wing spar No. 1 web, including the upper and lower caps, as well as the adjacent wing skin, between Rib 22 and Rib 23, on both left-hand (LH) and right-hand (RH) wings.

COMPLIANCE:

Compliance must be accomplished as specified below, unless already accomplished previously.

(a) Detailed Inspection (DET) in the affected regions

(1) Perform a Detailed Inspection (DET) to detect cracks in the web of wing spar 1 of the left-hand (LH) and right-hand (RH) wings, in the upper and lower caps and in the adjacent internal and external skin between ribs 22 and 23, in accordance with Embraer Service Bulletin SB No. 170-57-0081, Revision 01, or later revisions approved by ANAC, within the compliance times established in Table 2 below:

Table 2: Compliance Times

Accumulated Flight Hours (FH)	Compliance time from the effective date of this AD
Up to 15,000 FH	Within the next 750 FH or before the aircraft reaches 15,750 FH, whichever occurs later:
More than 15,000 FH	Within the next 750 FH

(2) Repeat the DET required by paragraph (a)(1) of this AD every 750 FH, whichever occurs first.

(3) If any damage is found, before the next flight, contact ANAC and Embraer for approval of an appropriate repair in accordance with paragraph (b) of this AD

NOTE 2: for the purposes of this AD, a Detailed Inspection (DET) is defined as follows:

Detailed Inspection (DET): An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. This may include a tactile assessment in which a component or assembly may be checked for tightness and/or security. The available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirrors and magnifying lenses may be necessary. Surface cleaning and elaborate access procedures may be required

(b) Alternative Method of Compliance (AMOC)

(1) Repairs performed in accordance with the Structural Repair Manual (SRM) are considered approved by ANAC. For other methods, an approved Alternative Method of Compliance for an Airworthiness Directive, establishing an acceptable level of safety, must be used if any damage is found in the inspected structural elements.

(2) A different method or compliance time with the requirements described in this AD may be used if

approved by the Manager of the Continued Airworthiness Technical Branch (GTAC).

(c) Material incorporated by reference

Use Embraer Service Bulletin No. 170-57-0081R01, dated April 23, 2026, or its later revisions approved by ANAC, to accomplish the actions required by this AD, unless this AD specifies otherwise.

Record compliance with this AD in the applicable maintenance log book.

CONTACT:

For additional technical information, contact:

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APPROVAL:

LUCIANA FERREIRA VIEIRA
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NOTA: Original in Portuguese language signed and available in the files of the Continuing Airworthiness Technical Branch (GGCP) of the National Civil Aviation Agency (ANAC).

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